Washington State Department of Transportation

Transportation at Work: 2000

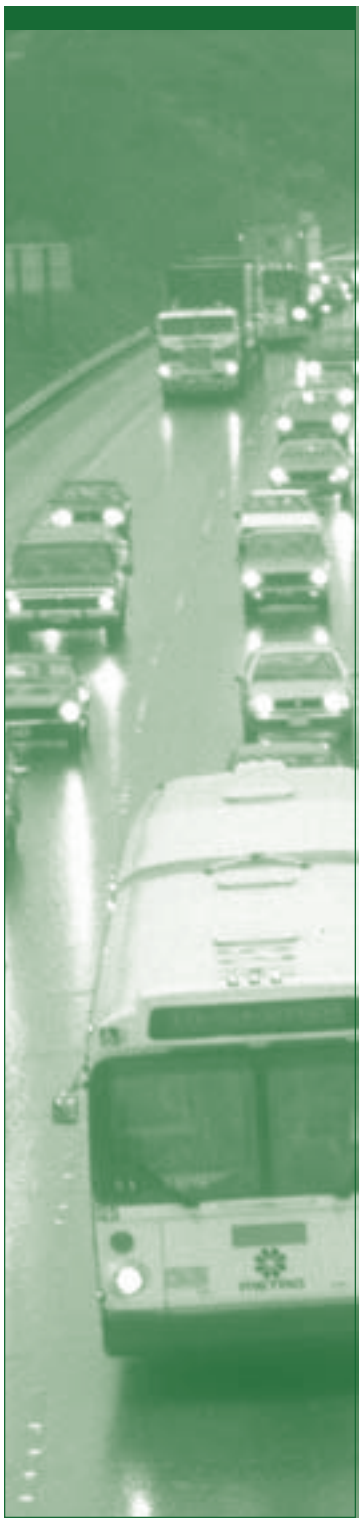
Washington State
Transportation Commission

The **Washington State Department of Transportation** works to provide the people of Washington a safe, efficient and dependable transportation system. That system is made up of our state highways, roads, bridges and tunnels; ferries across Puget Sound; investments in passenger and freight rail; and providing and promoting transportation options. This report is devoted to highlighting how we've performed.

Washington State
Department of Transportation

Mission Statement

Together we efficiently build, maintain, operate and promote safe and coordinated transportation systems to serve our public.



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Front Cover Photo
The Deception Pass Bridge, built in 1935 by the Civilian Conservation Corps (CCC), spans the gap between Whidbey Island and the mainland on State Route 20.

Back Cover Photo
The twin Selah Creek Bridges on Interstate 82 near Selah, built in the early 1970s and both 549 feet long, are the second longest concrete arch bridges in the nation.

Employee Photos
WSDOT believes that the strengths of the agency is in its employees. We strived to show the diversity of our workforce – from highway engineers, clericals, office professionals, ferry workers, and maintenance workers in the field – and the typical everyday work they do for the traveling public in Washington State.

A Message from the Transportation Commission

Where Does the Money Go?

It is a question we are asked frequently at public meetings and in conversations with the citizens. It's a fair question. This report provides the answers.

The Washington State Transportation Commission represents the public interest in long-term planning, financing, and delivery of statewide transportation systems and services. In this role, we are as concerned as you that transportation money is used cost effectively and wisely.

To understand how state transportation dollars are spent, it is important to know where the money comes from, how much is needed, how budget priorities are set, and what services the Washington State Department of Transportation (WSDOT) is charged with providing. This report provides that information through facts and figures, as well as with just a few examples of the many projects successfully completed or underway at WSDOT.

There is no doubt that our state faces significant transportation challenges. Our population has grown dramatically and the annual number of miles we drive is growing even faster, placing a heavy strain on our existing transportation system. In addition, we must and should address an ever-increasing list of environmental issues. Along with a significant reduction to the state's transportation budget, it has simply become more difficult than ever to keep up with our state's transportation needs.

Working together, the citizens of Washington State, their elected officials, and public servants must find transportation solutions that will support the economic vitality and mobility of our state while preserving the quality of life we all value. ■

Washington State Transportation Commission

Connie Niva, Everett, Chair

Ed Barnes, Vancouver
Aubrey Davis, Mercer Island
George Kargianis, Bellevue
A. Michèle Maher, Spokane
Chris Marr, Spokane

Tacoma's cable-stay bridge on State Route 509

The MV Puyallup

Traffic on Interstate 5 in Seattle

A Message from the Secretary of Transportation

The Washington State Department of Transportation and its employees work every day to make transportation in our state safe and efficient. These workers shoulder a heavy load. They operate and maintain state highways, bridges, and the country's largest ferry system; they also play a key role in rail, transit, and aviation.

Extreme weather conditions in our state and heavy vehicle traffic take a massive toll on highways and bridges that, in many cases, were constructed decades ago. For example, the average age of Washington State Ferries vessels and terminals is over 30 years.

We are responding to citizen requests that we operate more efficiently. We are finding new, more cost-effective ways of doing business, and we clearly understand that we need to live within a budget. Our plan for new transportation investments holds the line on administrative costs and seeks legal changes that will give us the freedom to deliver projects more efficiently.

We are proud of the accomplishments described in this report. It is important to remember that for every example included here hundreds of others take place every day. ■

Sid Morrison
Secretary of Transportation

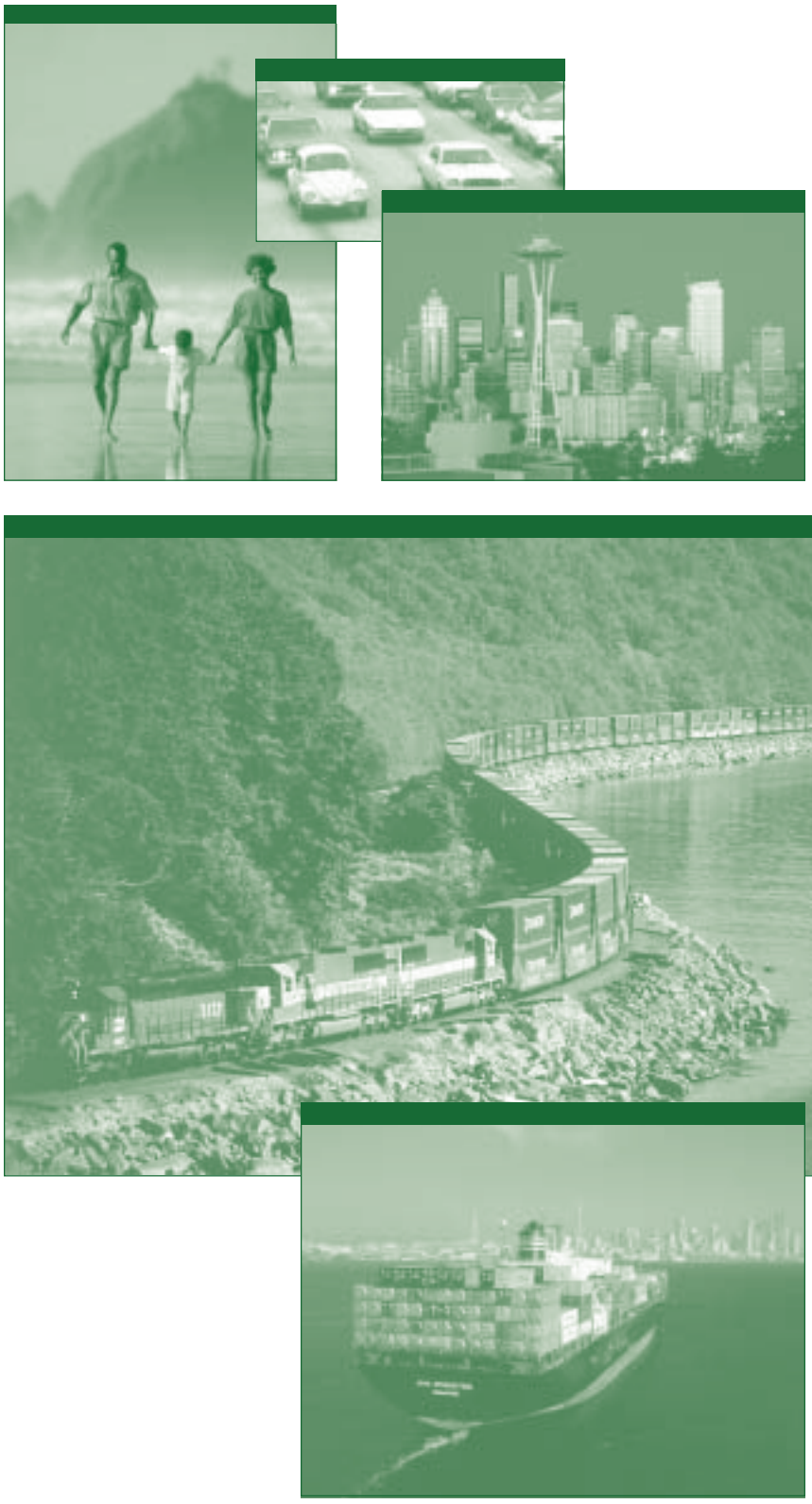
Transportation Drives Our Economy

Transportation is an essential part of our state's economic health. A sound transportation system is needed to support our growing economy, to reduce the costs of congestion, and to link people and businesses.

Transportation is key to every aspect of our daily life – commuters need to get to work, children need to get to school, and outdoor enthusiasts want access to our beaches, lakes, and mountains.

We are uniquely positioned as the nation's gateway to the Pacific Rim, transportation connections between ports, manufacturing and industrial centers, and agricultural regions directly impact the health of the state's economy.

Transportation investments lower transportation costs and travel times, and improve our productivity. A sound transportation system means lower prices for goods and services, higher wages for workers, and higher income for businesses.



Where the Money Comes From

Funds to support the programs of the Washington State Department of Transportation come from a variety of sources: state taxes and fees, bonds and federal and local contributions.

Revenues from state taxes and fees provide about 45 percent of the total funds. The state gas tax is the major source of money that supports the state's highway construction and maintenance programs. The gas tax does not keep up with inflation, so it does not grow with the need to support growing transportation needs in the state. As a result, it must be increased periodically. Washington's gas tax level ties with Delaware – placing Washington 21st among the 50 states.

Federal funds are generated through federal fuel taxes, tire taxes, and truck weight taxes. About 91 percent of the federal highway taxes generated in Washington State are returned to the state.

Ferry fares are the major source of money used to operate Washington State Ferries. These revenues are supplemented by gas tax money and other state fees.

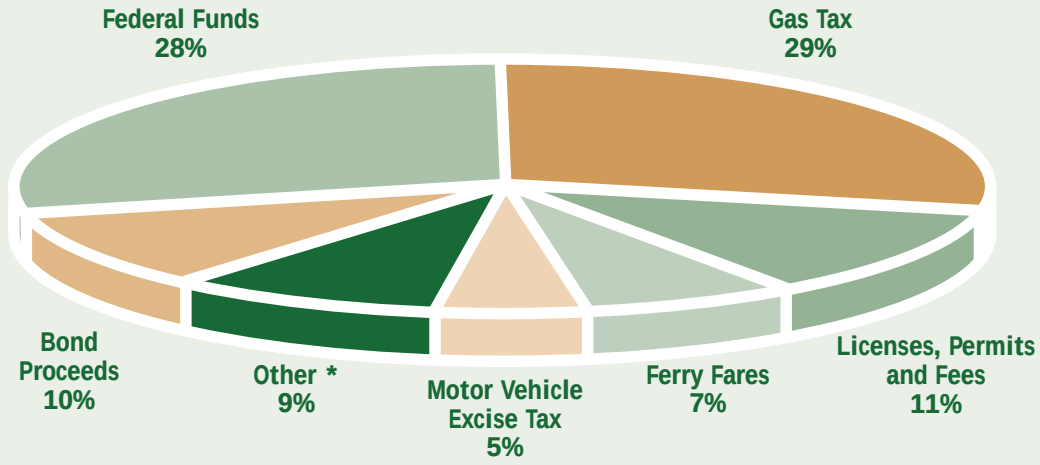
Bonds are issued to help supplement other revenues to support highway and ferry construction and rehabilitation programs. The state's aeronautics endeavors are funded by a general aviation fuel tax and other fees levied on aircraft and pilots.

Revenues from state taxes and fees provide about 45 percent of the total funds.

Washington's gas tax level ties with Delaware – placing Washington 21st among the 50 states.

Current Revenues 1999-2001

$2,551.5 Millon



* *Includes the following: Local Funds; Interest on Emergency Reserve Account; General Fund Appropriation for Ferry Operations, and Miscellaneous.*

How the Money is Spent

The majority of the Washington State Department of Transportation's expenditures support the maintenance, preservation, operation, and building of our highway system – 64 percent.

The maintenance and operations program includes day-to-day activities such as sweeping the roadway, trimming vegetation and plowing snow – all the things that are necessary to keep the state roads and highways clean and operating.

Highways and ferries account for over 80 percent of our current program expenditures.

Preservation activities include the capital investments that are necessary to keep the system in good working condition and include things like repaving highways and roadways and repainting bridges and other types of facilities.

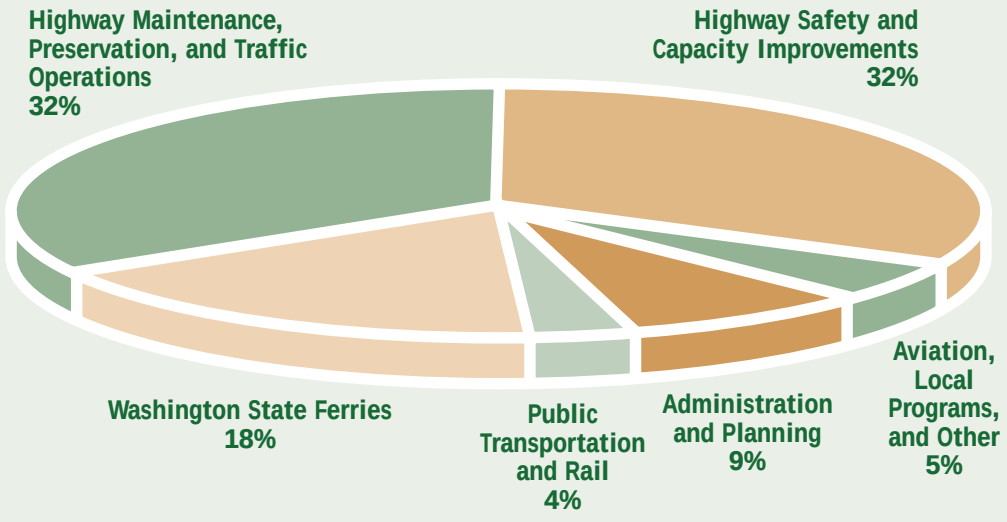
Improvements are changes made to the system that relieve congestion, improve safety, and address growth – they include actions such as widening roads and building new interchanges.

Washington State Ferries is supported by 18 percent of the expenditures. Under the 18th Amendment of the Washington State Constitution, ferry routes may be considered a part of our state highway system. They serve as the "highways" linking the peninsula and islands to the rest of the state.

Highways and ferries account for over 80 percent of our current program expenditures. If you consider the administration and planning support for these programs – over 90 percent of current WSDOT expenditures are dedicated to highways and ferries.

Current Expenditures 1999-2001

$2,551.5 Millon



Making the Most of the Money We Have

Maximizing the return on public investments in transportation is a key part of WSDOT's mission. Value, quality, and cost effectiveness are being evaluated over the short and long term to improve services to the traveling public.

WSDOT tracks key performance indicators for safety projects, administrative spending, ferry and rail use, highway construction and pavement preservation programs, and congestion relief projects. WSDOT's ongoing quality program enlists employees to improve the way we do business. Among other things, this effort has delivered simplified rules and regulations, streamlined construction, improved construction management, and eliminated duplicative procedures.

Pavement Conditions

As pavements age, there is an optimum time to repave them to prevent serious deterioration. Based on regular measurement, WSDOT repaves highways before they slip into poor or very poor conditions. This ensures a good ride for the traveler, and saves money in the long run by paving before a more expensive fix is needed. This is known as "least life cycle cost paving." Since 1990, WSDOT's paving program has been able to reduce poor and very poor pavements by half, and to keep 92 percent of all highway pavements in the good and very good category which will minimize long-term costs.

There are segments of heavily traveled roadways in the Puget Sound corridor that need attention. Rehabilitation of these segments is expensive and is proposed to receive funding in the State Transportation Commission's six-year investment plans as funding becomes available.

Safety

Although accident rates have held relatively steady in recent years, fatality rates have decreased from 1.9 to 1.3 fatalities per 100 million vehicle miles from 1987 to 1996.

WSDOT designates funding for safety projects based upon benefit cost ratios. Projects that can achieve the highest safety benefits are programmed first. For example, areas where there is evidence of safety problems are prioritized to be funded first.

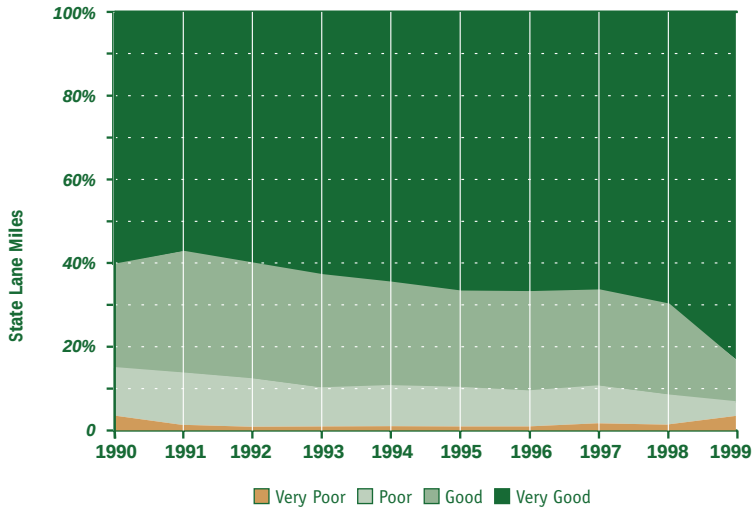
Savings

The WSDOT 1997-1999 budget identified $10.5 million in efficiency measures and the current 1999-2001 budget identifies $22 million in efficiency savings.

Individual employees were also recognized by the state's Productivity Board this past year for identifying over $900,000 in savings.

Pavement Conditions

(Statewide – All Pavements)



Facing Facts About Our Transportation Challenges

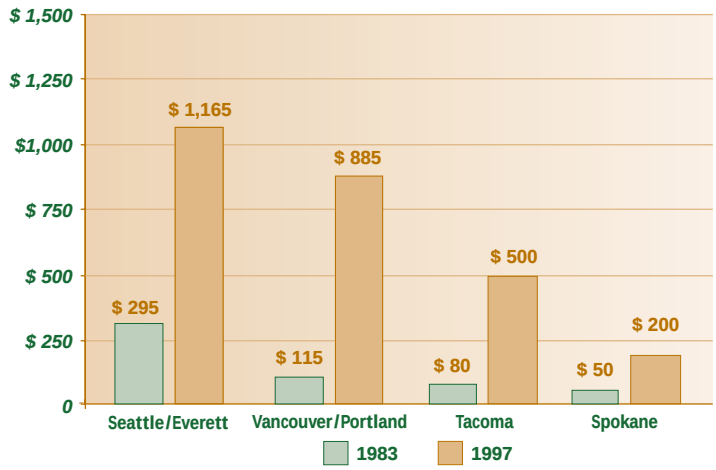
Washington's transportation future belongs to everyone. Our transportation system serves us 24 hours a day, 365 days a year. People drive, ride, and move freight on it. They use it to travel to work, for errands and recreation, for shipping and commerce – and they depend on it in emergencies. More people are moving to our state and we're driving more. Meanwhile, there is less money to support state transportation programs.

• The annual cost of congestion in the Seattle/Everett area was recently ranked third highest in the nation (after Los Angeles and Washington, D.C.) for annual cost and annual delay per driver. Not surprisingly, among major northwest urban centers, the annual cost of congestion has and continues to be the highest in the Seattle/Everett area.

• Washington's population is expected to increase by 36.5 percent between 1997 and 2020. Meanwhile, our workforce is expected to grow by one million new

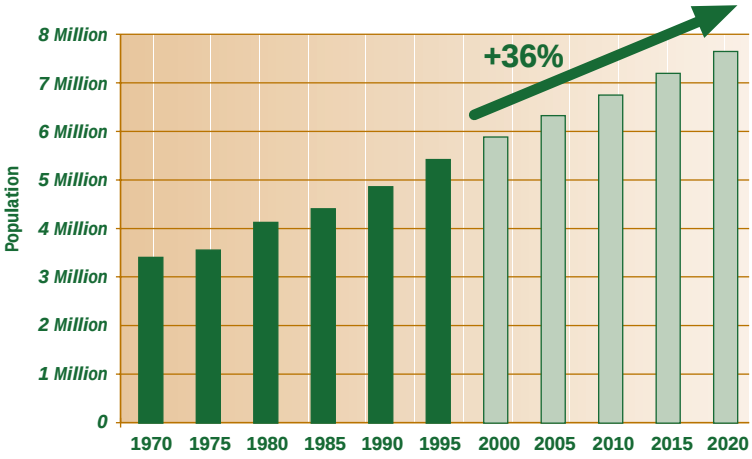
More people are moving to our state and we're driving more. Meanwhile, there is less money to support state transportation programs.

Annual Cost of Congestion



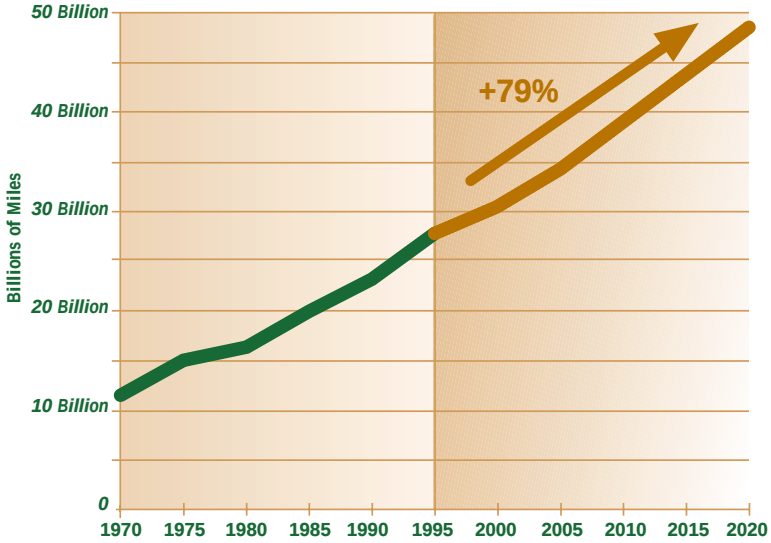
Source: Texas Transportation Institute, Texas A&M University, College Station, Texas.

Population Growth



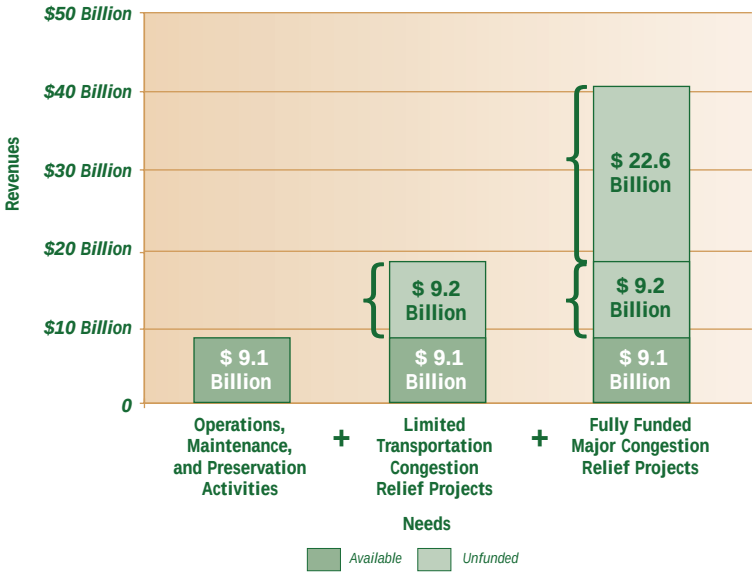
Source: State of Washington Office of Financial Management, Fall 1997 Population Forecast.

Travel Growth on State Highways



Source: Tranportation Planning Office, WSDOT.

20 Year Highway Needs vs. Revenue



jobs. This growth means more cars on our roads and slower speeds.

- Between 1995 and 2020, travel growth on Washington highways is projected to increase 79 percent. This is the equivalent of eight new cars on our roadways for every ten that are already there.

- Our ability to pay for transportation improvements has been affected by a 21 percent reduction in WSDOT's budget as a result of recent initiatives.

WSDOT continues to work to improve efficiency. However, these savings alone do not begin to meet the challenge of our state's rapid growth.

The $9 billion in revenue projected for the next 20 years will barely allow WSDOT to operate and maintain our transportation system, let alone improve it. Maintenance and preservation of existing highways will take up the majority of money available for transportation.

It would cost an additional $9.2 billion to provide basic operations, maintenance, and to construct some transportation improvements in high-priority areas.

It would cost another $22.6 billion to fully fund all needed improvements and maintenance during the next 20 years.

Building Transportation Improvements

The Washington State Department of Transportation plans and builds roadways, interchanges, bridges, ferries and trains. In the last decade, WSDOT added 422 miles of lanes to our most congested highway corridors. These include High Occupancy Vehicle (HOV) lanes on Interstate 5 in King and Snohomish Counties, Interstate 405, State Route 520, and State Route 167 in the Kent Valley. Lane miles were also added to U.S. 395 near Pasco, State Route 527 (Bothell-Everett Highway), State Route 18 north of Auburn, State Route 504 in the Mount St. Helens recreation area, the wider and safer 1st Avenue South Bridge in Seattle, and others throughout the state.

In addition, new interchanges have been added to meet growth needs and relieve congestion on Interstate 5 in Vancouver and Lynnwood, on State Route 240 in Kennewick, and numerous other locations.

The following articles illustrate some of WSDOT's recent accomplishments in building our statewide transportation system. ■

In the last decade, WSDOT added 422 miles of lanes to our most congested highway corridors.

Together we efficiently **build**, maintain, operate and promote safe and coordinated transportation systems to serve our public.

Saving Time in Sequim

Traffic congestion was taking a toll on drivers in the northern Olympic Peninsula.

A new roadway provided an answer to Sequim's travel woes. This $49.9 million project delivered 4.4 miles of two-lane highway on new alignment, as well as three new interchanges and two overcrossing bridges. The bypass opened for traffic in August 1999. Drivers now traverse the new highway in a bit over four minutes – where it took, at times, nearly 20 or 30 minutes before.

"This new route makes Sequim a nice community again, a place where you can shop, eat at a restaurant, and not worry about being able to get back on the street," said Sequim resident Jerry Anguili.

One of the state's most significant archeological finds was discovered as a result of highway construction. Over 134,830 artifacts were recovered and preserved. Some date back to 2,700 years ago.

The project also restored a 50-acre historical wetland as part of environmental mitigation for the highway. ■

A new roadway provided an answer to Sequim's travel woes.

Moving Forward on the Spokane North/South Freeway

The vision of a north/south freeway in Spokane was first discussed in 1946. Today, the metropolitan area population is approaching one-half million. Over 300,000 cars and trucks move north and south on Spokane's surface streets daily. The need to create a new north/south route is critical.

The North Spokane Corridor garners an 84 percent approval rating by the community.

The new 10-mile long North Spokane Corridor will connect Interstate 90 to north Spokane. It will reduce heavy truck and passenger traffic on Spokane surface streets, carbon monoxide emissions, fuel consumption, and accidents. Businesses will benefit from shorter travel times that will lower transportation costs.

The North Spokane Corridor, shaped through extensive public involvement, garners an 84 percent approval rating by the community. Right-of-way provisions are being made for the addition of a future light rail line and a bicycle/pedestrian trail along the highway. Mass transit is also an important component, with Park & Ride lots planned at strategic locations.

The first phase of the two-phase project reached a major milestone in June 2000 with the completion of the design, limited access, and environmental hearing. Final approval of that hearing should occur in the Fall of 2000, allowing real estate acquisition and design work to begin. ■

Building the Amtrak *Cascades*

Since the early 1990s, the state of Washington has worked with Amtrak, the state of Oregon and others to improve Pacific Northwest Amtrak service. Investments upgraded track, safety systems, stations and service. January 1999 marked a milestone: the introduction of new Amtrak *Cascades* trains and service. The new, European-style passenger trains were custom-built for the Pacific Northwest by Talgo, Inc. The Amtrak *Cascades* now serves travelers from Vancouver, British Columbia, to Eugene, Oregon.

Rail investments have delivered promising results. Ridership on Amtrak's Pacific Northwest trains in 1993 totalled just over 94,000. With the introduction of new trains and enhanced service in 1999, Amtrak *Cascades* ridership hit an all time high with nearly 450,000 passenger trips.

In 1999, Pacific Northwest Amtrak service diverted more than 31 million vehicle miles of traffic from our highways and prevented more than 717 tons of air pollution.

Washington State Department of Transportation investments are building toward faster, more frequent Amtrak service that will run without an operating subsidy by the year 2018. ■

The Amtrak Cascades *ranked number one in the nation for customer satisfaction in 1999.*

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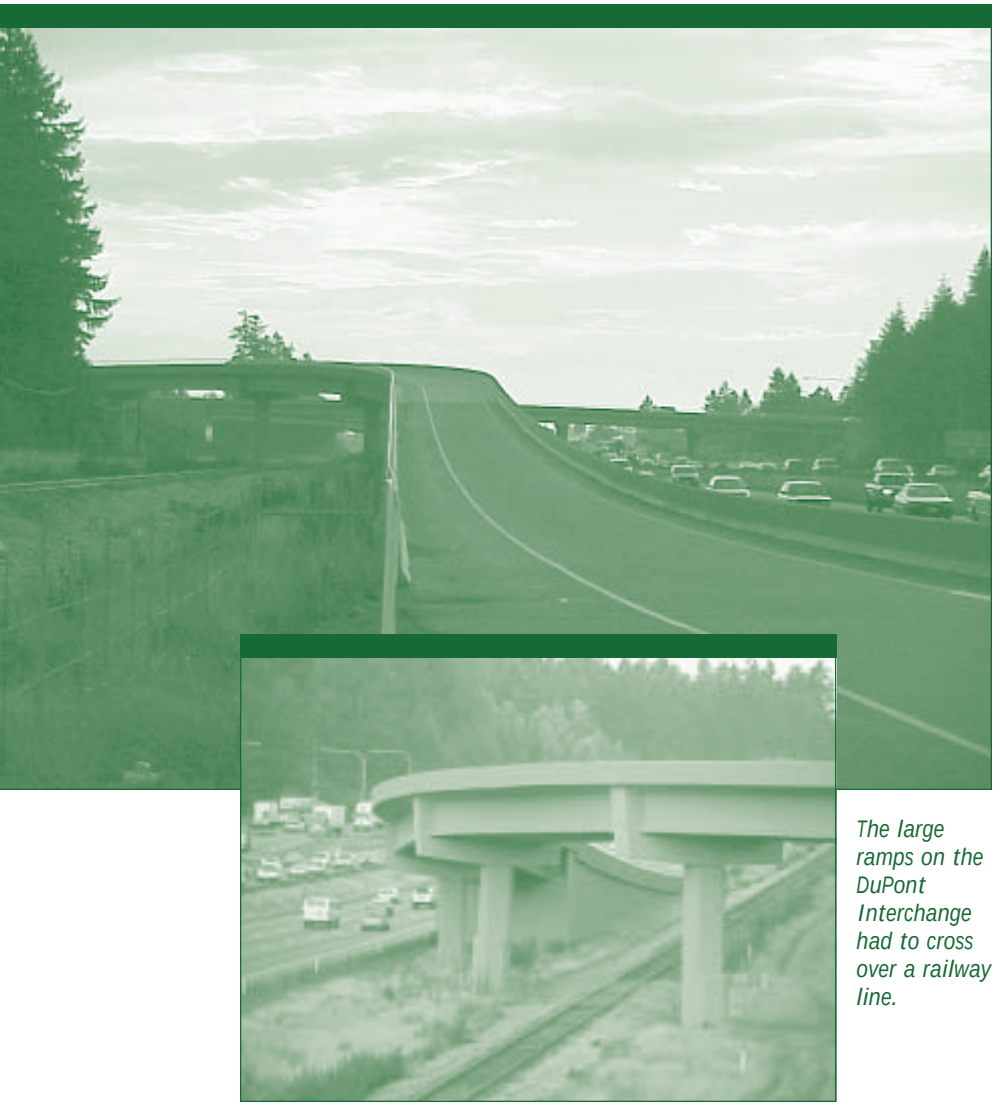
DuPont Interchange: Innovation at Work

Weyerhaeuser Real Estate Company purchased 3,200 acres from the DuPont Corporation and began developing a planned community known as Northwest Landing. Intel selected Northwest Landing as their first choice for a new research and development facility, but the transportation infrastructure needed to be in place by the time the new plant was built.

To meet Intel's schedule, the interchange had to be designed and built in record time. Because the developer was paying for the $15.5 million project, the state was allowed to streamline design and construction. As a result, it opened to traffic in just under 26 months, rather than the 50 months normally required for a project of this size.

Many of the streamlined processes have since been adopted by WSDOT to reduce time and costs on other projects.

The I-5/DuPont Interchange opened in October 1997. It was named by *Engineering News Record* as one of the top 25 news-making engineering achievements in the world for that year. It also received a Washington Quality Initiative Achievement Award. ■



The large ramps on the DuPont Interchange had to cross over a railway line.

The I-5/DuPont Interchange was named by* Engineering News Record *as one of the top 25 news-making engineering achievements in the world for 1997.

Crossing the Narrows, Again

Fifty years after the current Tacoma Narrows Bridge was completed, plans for a new "sister" suspension bridge are underway. Construction is set to begin in 2001. Completion is scheduled for 2005.

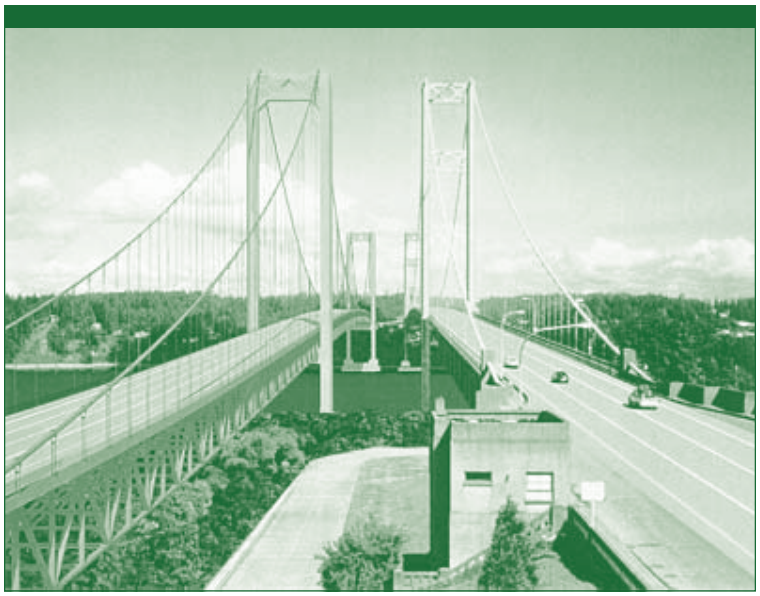
When opened in 1950, the Tacoma Narrows Bridge was the second longest suspension bridge in the United States, surpassed only by the Golden Gate Bridge in San Francisco. Today the span is the fifth longest suspension bridge in the nation.

Now the Tacoma Narrows Bridge has become an inter-city connection to Gig Harbor, providing vital mobility of freight to the Olympic and Kitsap Peninsulas. This bridge has national importance as the only land-based connection between major military installations.

Today, the Tacoma Narrows Bridge provides passage to 90,000 vehicles a day. While still in excellent condition, this traffic far exceeds it's intended capacity, creating severe traffic congestion and accidents.

The new "sister" suspension bridge will feature three travel lanes for eastbound traffic, shoulders, and a bicycle/pedestrian path. The existing bridge will be retrofitted to improve seismic safety and provide three travel lanes and a shoulder in the westbound direction. An additional lane in each direction in the State Route 16 corridor is planned from Interstate 5 to the Kitsap County line.

This is the first new toll bridge built in the state in over 35 years and the first suspension bridge of its kind built in the nation in over 25 years. A unique public private partnership provides greater efficiencies in financing, constructing and operating the project. To keep tolls at their lowest for a longer period of time, a number of innovative funding strategies have been implemented including state funding and tax relief, tax exempt bond financing and federal loans with reduced interest rates. ■



This artist's rendering of the new Tacoma Narrows Bridge (left) sits next to existing structure finished in 1950.

The new Tacoma Narrows Bridge will be the first suspension bridge of its kind built in the nation in over 25 years.

Ferries – Our *Other* Highway System

Did you know Washington State Ferries (WSF) is the largest ferry system in the United States? WSF's existing system has 10 routes and 20 terminals that are served by 29 vessels.

The ferries are an extremely popular form of transportation. In 1999, WSF carried more than 26 million people and 11 million vehicles – over one million more walk-on and vehicle passengers and 500,000 more vehicles and drivers than in fiscal year 1997. That's about the same number of passengers that used Sea-Tac International Airport last year. And, in just one month, June 2000, the WSF website experienced nearly 2 million visits.

The ferry system provides critical links between the urban areas on the east side of Puget Sound and the growing communities to the west on the Kitsap Peninsula, as well as more rural destinations on the Olympic Peninsula. For communities on Vashon Island and four of the San Juan Islands, WSF provides the only link for automobile travel with the mainland.

Over the past five years, WSF has completed over 99.4 percent of a scheduled 744,000 trips.

Since 1997, three new Jumbo Mark II ferries have been added to the WSF fleet and are in service on Puget Sound. These are the *Wenatchee*, the *Puyallup*, and the *Tacoma*. Each Jumbo ferry can carry 218 cars and 2,500 passengers. In addition, two new passenger-only fast ferries, the *Chinook* and the *Snohomish*, were delivered. Both carry 350 passengers and are assigned to the Seattle/Bremerton run.

The ferries were constructed by two Washington State businesses: Todd Shipyards in Seattle built the Jumbo Mark II ferries and Dakota Creek Industries in Anacortes supplied the passenger-only fast ferries.

Above: *Two of the new Jumbo Mark II ferries – the* ***Tacoma*** *(left) and* ***Puyallup*** *(right) run on the Seattle/Bainbridge Island route while the* ***Sealth*** *(middle) runs to Bremerton.* Right: *One of the new passenger-only ferries – the* ***Snohomish*** *– runs on the Seattle/Bremerton route.*

Ferry service is only as efficient as the terminals it serves. Since 1997, WSF has invested nearly $62 million to preserve and improve nearly every terminal in the system. Almost all of the terminal facilities were originally constructed in the 1950s and are past their planned service life.

One of the largest projects was the development of the transportation terminal in Bremerton that serves ferry, bus, and commercial tenants. WSF, Kitsap Transit, and the City of Bremerton contributed to the project.

WSF has a good solid safety record – having never experienced a passenger fatality in over 49 years of operation. The Commission's Blue Ribbon Panel on Ferry Safety noted special efforts underway to improve emergency response capabilities: a 7-days a week, 24-hour Watch Center to monitor the position of all WSF vessels, establishment of trained emergency response teams, and an Emergency Operations Center at Seattle's Colman Dock.

WSF is also one of the state's largest tourist attractions. Every year, thousands of out-of-state visitors come to ride a ferry on a scenic trip through the San Juan Islands or to other destinations around Puget Sound. ■

Over the past five years, WSF has completed over 99.4 percent of a scheduled 744,000 trips.

In 1999, WSF carried more than 26 million people – about the same number of passengers that used Sea-Tac International Airport.

Connecting Rural Communities: The Rural Economic Vitality Program

Over 42 projects from 18 rural counties, state empowerment zones, and tribal government have been approved since the Rural Economic Vitality (REV) Program started last year.

Developed in 1999 as part of Governor Locke's Economic Vitality Initiative, the REV Program provides funding for roadway improvements in rural areas. These improvements are being made throughout the state at such places as the Port of Kalama, Othello, Palouse, and Harrington, to name just a few.

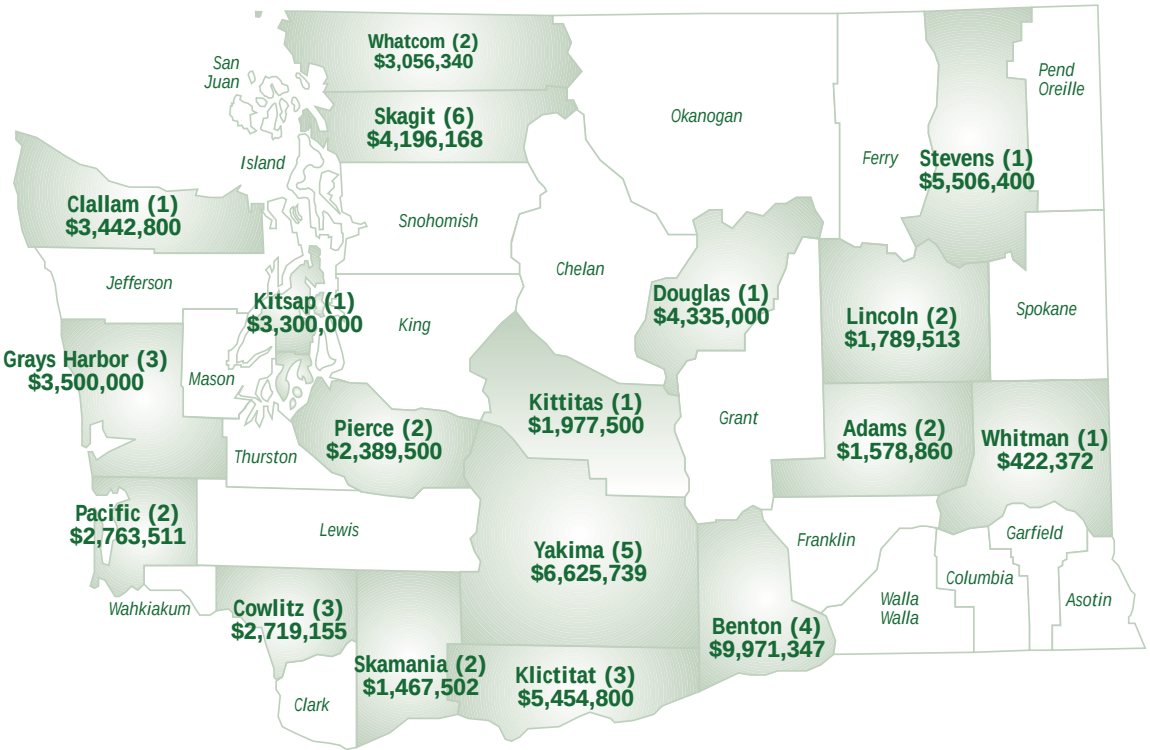
As a result of the REV Program, projects are expected to create or retain nearly 7,070 jobs in the next three years. Connecting rural communities with good transportation is a critical component to promote growth and vitality for the entire state.

The REV Program is a joint effort of WSDOT, the Community Economic Revitalization Board, and the Washington State Department of Community, Trade and Economic Development.

Over 42 projects from 18 rural counties, state empowerment zones and tribal government have been approved since the REV Program started last year.

REV Program Investments

1999 – March 2000



Maintaining & Operating Our Transportation Network

The Washington State Department of Transportation maintains state highways and roadways, keeps bridges and tunnels safe, operates high tech transportation support services, maintains rest areas, and responds to emergencies and disasters. It's a huge job when you consider the sheer volume of facilities involved.

WSDOT is responsible for operating and maintaining:

- 7,000 miles and 18,000 lanes of highways;
- 29 ferries and 20 ferry terminals;
- 3,300 bridges and tunnels;
- 45 rest areas and 70,000 acres of roadside;
- 42,500 culverts and 33,500 catch basins; and
- 6 mountain passes.

Weather and topography in Washington State range from snow-covered mountain passes to rain-soaked coastal lowlands to a sun-drenched inland plateau that sometimes approaches desert-like conditions. Each region presents its own distinctive challenges.

WSDOT is responsible for operating and maintaining 7,000 miles and 18,000 lanes of highways.

Together we efficiently build, **maintain**, **operate** and promote safe and coordinated transportation systems to serve our public.

Using Intelligent Transportation Systems

A new emphasis at the Washington State Department of Transportation focuses on integrating intelligent transportation tools.

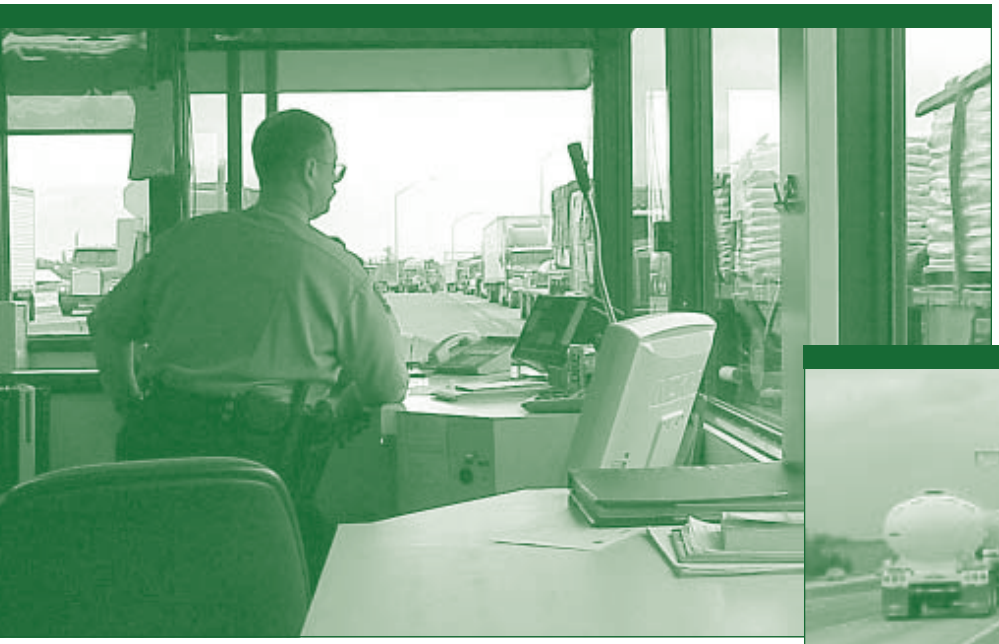
Traffic and Travel Information

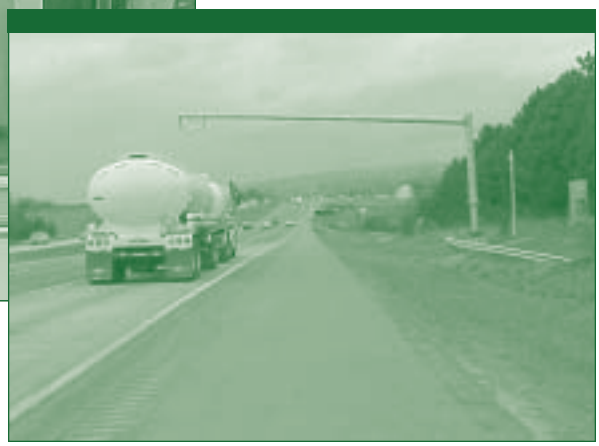
One good example is WSDOT's traffic and travel information website, which provides real-time travel information on major roadways, views from traffic and ferry cameras, and a new project that provides road and weather conditions together. Information designed to meet each traveler's information needs is available at *www.wsdot.wa.gov/traveler*.

Improvements to the WSDOT traveler information website make it one of the most comprehensive and frequently used sites of its kind in the nation, receiving over 12 million visits per month.

Freeway traffic management systems are operational in the most congested urban areas around the state. Seattle's freeway management system has been improved by the implementation of the latest control systems and expanded with additional ramp meters and video cameras. These control systems gather information from pavement sensors, video cameras, and data banks at traffic management centers. This database system enables staff to document the extent of congestion on the Puget Sound freeway network and the travel time unreliability that results. Traffic management centers are planned for the Spokane, Yakima, and Vancouver areas. These newer facilities will have WSDOT staff co-located with staff from other agencies, as the Tacoma center does, to ensure coordinated operation of the transportation system.

In other rural applications, WSDOT is working with towns on the Olympic Peninsula to provide traveler and tourist related





Trucks with electronic tags (right) can be weighed without waiting at a truck stop (above).

In March 2000, WSDOT opened the first Commercial Vehicle Information Systems and Networks compliant weigh station in the country.

information for motorists. The agency is also working with a 911 service provider in Kittitas County in central Washington to improve emergency response.

Travel Aid System

The Travel Aid System on Interstate 90 at Snoqualmie Pass is an example of the application of Intelligent Transportation Systems (ITS) to improve safety. Data from weather sensors, video cameras, and maintenance or police personnel patrolling the pass are used to determine a variable speed limit that is appropriate for conditions.

Freight Movement

ITS is also being applied to improve the movement of freight. In March 2000, WSDOT opened the first Commercial Vehicle Information Systems and Networks (CVISN) compliant weigh station in the country. Vehicles equipped with electronic "tags" or transponders can get weighed, have their credentials checked, and their safety records examined while moving at freeway speeds at the Ridgefield Interstate 5 Port of Entry in southwest Washington. This program should improve regulatory compliance and reduce the costs and delays incurred by safe and legal truckers. All major weigh stations on Interstate 5 and Interstate 90 are scheduled to become CVISN compliant in the next four years.

Technology is also being applied to improve the movement of trucks carrying containers across the U.S./Canada border. Electronic seals installed on Canada-bound containers at our ports will be detected as they leave the port and at the border. This will provide U.S. Customs with travel times which, when combined with electronic manifest information, allows them to decide whether to inspect the container or allow it to pass into Canada with a minimum of delay. ■

Traveler Information phone number (1-800-695-ROAD) offers information to the public about:

- ***Mountain pass highway conditions***
- ***Puget Sound-area traffic conditions***
- ***Puget Sound-area construction information***
- ***Washington State Ferries schedules***
- ***Statewide emergency highway closures***

The WSDOT Traveler Information website (www.wsdot.wa.gov/traveler) includes:

- ***Traffic cameras***
- ***Traffic flow maps***
- ***Construction updates***
- ***Washington State Ferries***
- ***Weather information***

The Traffic Management Service Center in Seattle watches the road conditions and traffic on Puget Sound area highways.

Making Mountain Pass Travel Easier

In January 2000, for the first time, mountain pass travelers were able to see actual conditions at the summit of U.S. 97 Blewett Pass on WSDOT's website.

Blewett Pass is a critical transportation corridor for winter recreation and for Wenatchee Valley businesses shipping products over Interstate 90 to the Puget Sound area.

This installation was a technological challenge for WSDOT – the site had neither electricity nor telephone service. A plan was devised to supply electricity through a propane generator and the camera image is sent through a new microwave link. The microwave link also provides data for a new road weather information site. Snow plow crews now have a more reliable communications link during the winter season.

Mountain pass summit cameras are one of the most popular sites visited during the winter on WSDOT's website. Mountain pass summit cameras are available on:

- Blewett Pass on U.S. 97
- Satus Pass on U.S. 97
- Snoqualmie Pass on Interstate 90
- Stevens Pass on U.S. 2
- White Pass on U.S. 12

To view any of the mountain pass conditions on our website, go to *www.wsdot.wa.gov/traveler.*

The Blewett Pass camera (top) shows snow conditions in this January 2000 photo. Variable speed limit signs (middle) and glare screens (bottom) make traveling on Interstate 90's Snoqualmie Pass safer.

Mountain pass summit cameras are one of the most popular sites visited during the winter on WSDOT's website.

Managing Slipping Slopes

Left unattended, unstable slopes adjacent to state roadways can delay motorists and create safety hazards. An inventory of more than 2,500 slopes statewide allows staff to rate and prioritize unstable slopes for construction. A new automated system saves time and labor. It also increases efficiency and safety by helping staff more proactively track and manage unstable slopes.

The unstable bluffs on Interstate 5 near Longview in southwest Washington were reviewed and prioritized using the new system.

"Finding" Roadways Buried in Snow

Is it possible to "lose" a roadway? The answer is "yes" when that roadway is buried deep in the snow of mountain passes. Using a Global Positioning System (GPS), crews use satellite technology to map, relocate, and open highways without risking the lives of workers and without damaging features at the edge of the road such as guardrails, traffic signs, rock walls, or equipment.

Each year, storms dump 15 to 30 feet of snow on the highway through Chinook Pass and bury landmarks and road signs. WSDOT crews are using GPS to map both Chinook and Cayuse Passes.

A snow plow clears Cayuse Pass on State Route 123.

Photo courtesy of the Tacoma News Tribune.

Smart Paving: Getting In, Getting Out

State Route 500

Paving a stretch of highway that serves over 64,000 vehicles a day is bound to create some inconvenience. When WSDOT began paving a busy one-and-one-half mile section of Vancouver's State Route 500, they had done their homework to complete the project as quickly and painlessly as possible. The freeway was closed for construction on two different weekends. In both cases, the contractor finished the job early, re-opening at least 11 hours ahead of schedule.

Good planning avoided any major traffic problems and no complaints were received regarding delays in the work-zone. According to Dave Schmitke of KOIN-TV, "WSDOT did a great job of letting people know about the highway closure. They put message signs on the route early and often to alert drivers, giving people plenty of time to make other travel plans."

An extra bonus: savings of about 8 percent were realized when compared with the costs of a traditional nighttime paving schedule.

"Getting in, getting it done, and getting out" became the standard for major high-impact projects.

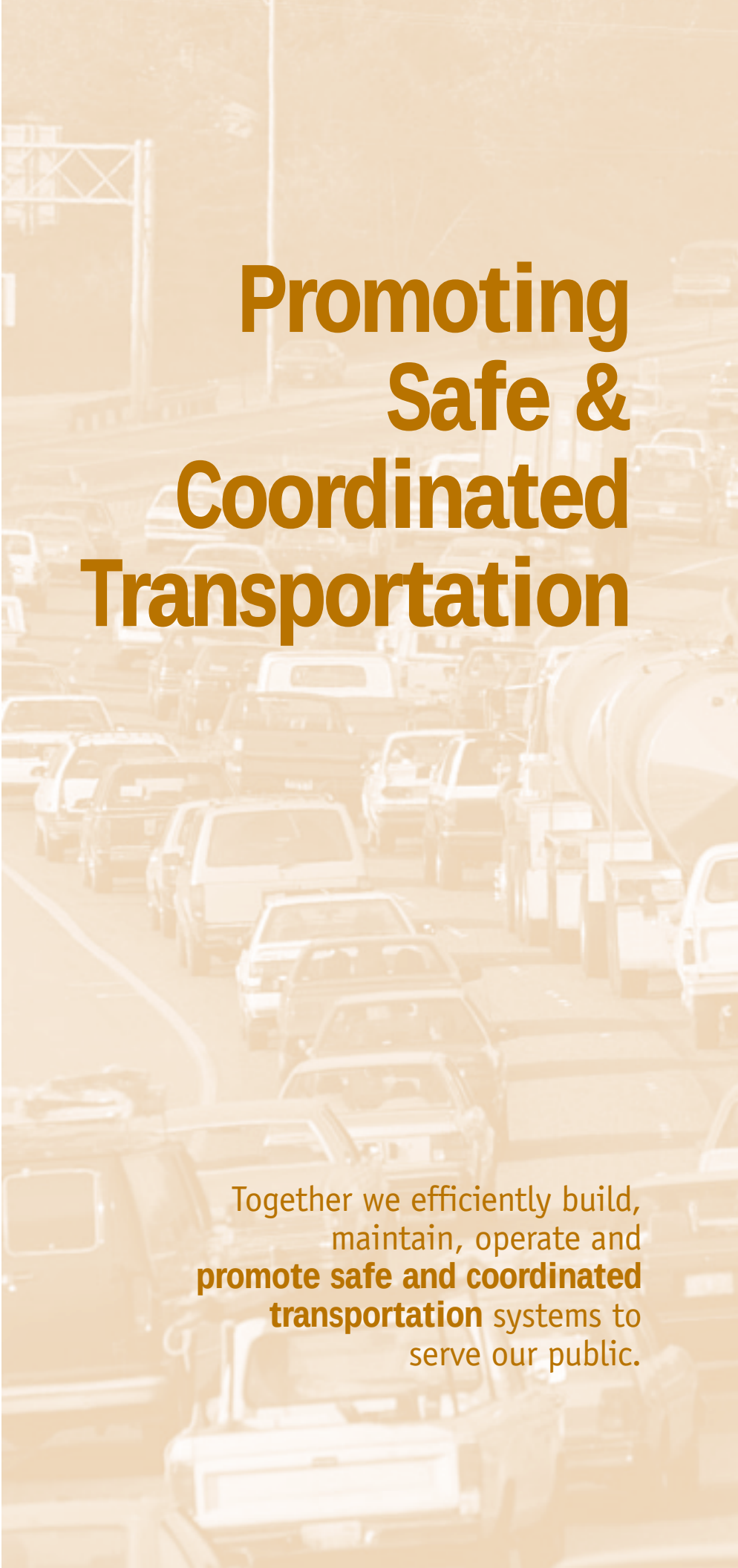
Interstate 405

A similar approach was used on the repaving of Interstate 405 in the Bellevue area. In 1997, instead of closing segments of Interstate 405 through-out the entire construction season, the WSDOT project team devised a plan to complete the paving project in both directions with two full weekend closures.

There was tremendous effort in advance to inform the public about the project and about the closure. This method of "getting in, getting it done, and getting out" became the standard for major high-impact projects in the Puget Sound region.

Washington State is growing fast. WSDOT works with communities statewide to plan for future transportation needs and to develop new, innovative ways to move people and freight.

It's not always possible to expand highways or build new roadways. Our environment, limited budgets, and our quality of life can often place limits on new construction. As the following examples indicate, innovative thinking can help us use our available roadways and facilities to their fullest capacity.



Promoting Safe & Coordinated Transportation

Together we efficiently build, maintain, operate and **promote safe and coordinated transportation** systems to serve our public.

Changing How You Get There

Transportation is about much more than building and maintaining highways. WSDOT works with local jurisdictions, employers, and transit agencies to keep traffic moving in Washington State.

Our **Commute Trip Reduction (CTR) Program** encourages employees in Washington to choose commute options such as riding or driving with some one else, working from home, riding the bus, walking to work, or riding a bicycle. This program:

- Removes 18,500 vehicles from roadways each morning;
- Eliminates 3,200 tons of air pollution each year;
- Reduces fuel consumption by 6.5 million gallons; and
- Saves citizens $8 million in gas costs annually.

Carpool lanes**,** officially known as **High Occupancy Vehicle (HOV) lanes,** help keep people and freight moving. WSDOT's HOV lanes are the most productive and efficient in the highway system – many move twice as many people as a parallel general purpose lane. On weekends, 30 to 60 percent of vehicles on the road are eligible to use the lanes.

Recent polls show that over 70 percent of drivers of single-occupant vehicles support HOV lanes.

Vanpools play an important role for commuters in the Puget Sound area. The region has the largest share of public vanpools in the nation with 1,250 vanpools. All together about 1,400 vanpools statewide remove about 13,000 vehicles from roadways during the morning and evening commute. They also remove 2,300 cars from the ferry system every day. If drivers traveled alone, these cars would fill 11 vessels. ■

Relax.
There's more than one way to get there.

Service Patrols – Reducing Traffic Delays

Close to 60 percent of the congestion on our highways is caused by vehicle collisions or incidents. WSDOT, in partnership with the Washington State Patrol (WSP) and the Washington Tow Truck Association has launched a test program called "Service Patrols." This program utilizes two methods of clearing congested roadways – roving tow truck patrols and WSP cadet patrols. Rapid assistance is provided to motorists during commute hours to help move disabled vehicles and their occupants to safe locations, remove debris from the roadway, or resolve other problems effecting traffic flow.

This test program compliments ongoing efforts to remove blocking problems on our roads and highways. WSDOT Incident Response Teams also provide 24-hour, on-call service to assist in removing major blocking incidents. WSDOT tow trucks patrol the Lake Washington floating bridges during peak commute times to clear road blocking incidents as quickly as possible. ■

Planning for the Future: Interstate 405

The east side of King County is home to one of the fastest growing and most congested areas in Washington. Interstate 405 is the backbone of this area's transportation system. Once considered a Seattle bypass, Interstate 405 is now the second most traveled corridor in the state.

The Interstate 405 Corridor Program explored more than 300 potential congestion solutions. Working with Eastside communities, these were reviewed and packaged into four alternatives. Three primary elements – transit, freeway, and arterials – make up the backbone of all four alternatives. By the spring of 2001, Interstate 405 committees will develop a single preferred solution for the 30-mile Eastside corridor. ■

Once considered a Seattle bypass, Interstate 405 is now the second most traveled corridor in the state.

Top: Interstate 405 near Kirkland. Below: The Evergreen Point Floating Bridge on State Route 520.

State Route 520

A 30-year stalemate has kept citizens of the Puget Sound region stuck in traffic on the Evergreen Point Floating Bridge (State Route 520). The bridge crosses Lake Washington and connects Seattle to the Eastside. Earlier plans and studies to reduce congestion were shelved due to public opposition.

Constructed in 1963 to carry 60,000 vehicles a day, the bridge now carries 115,000 vehicles a day. Congestion now lasts over six hours a day and is equally severe traveling into and out of Seattle. The Evergreen Point Floating Bridge has a remaining lifespan of 20 years or less, depending on weather conditions, and will need to be replaced.

In July 1999, after 18 months of work, the Trans-Lake Washington Study Committee took an historic step by agreeing on alternatives to improve mobility. The 47-member committee included representatives of local and regional governments, neighborhoods, businesses and advocacy interests. The Trans-Lake alternatives will undergo extensive environmental analysis. The result will be the selection of a preferred alternative by 2002-2003. ■

Cooperation Keeps Freight Moving

Washington State is the most trade dependent state in the U.S. with one in four jobs related to international trade. So, when traffic in the Puget Sound region comes to a standstill, so do trucks carrying merchandise – not only to local businesses, but also to overseas destinations.

WSDOT employees are putting partnerships into action to produce transportation solutions that work. Many of these solutions marry new technologies and financing options with traditional transportation infrastructure.

FAST Corridor

Under a partnership called the "Freight Action Strategy (FAST) Corridor," WSDOT is working with public and private sector partners to assure that our transportation infrastructure works for businesses and commuters. The project developed public-private financing for 15 port access projects and railroad grade separations in the central Puget Sound area.

One of the most complex FAST Corridor projects involves South Royal Brougham Way in downtown Seattle. The $170 million State Route 519 project will elevate roadways, build pedestrian overcrossings and remove and rebuild ramps to Interstate 90. Once the work is completed, connections will be smoother and safer for motorists, ferry users, pedestrians, and freight traffic.

Cascade Gateway

Another project, the Cascade Gateway partnership, addresses four border crossings in Whatcom County. These border crossings move the third highest traffic volume of all U.S./Canada border crossing areas. The project includes highway improvements, Intelligent Transportation Systems, commercial vehicle upgrades, and expanded border pre-clearance efforts. The overall effort is coordinated by the International Mobility and Trade Corridor project, a bi-national coalition of federal, state and provincial agencies, local governments, private businesses, and other non-governmental organizations.

Freight moving out of Washington ports soon hits the highways for delivery.

Washington State is the most trade dependent state in the U.S. with one in four jobs related to international trade.

Building on Success – Grain Train Program Doubles

In April 2000, a new Moses Lake Grain Train was unveiled in a ribbon-cutting ceremony at the Odessa Trading Elevator in Warden.

The Grain Train program uses federal funds and ongoing profits to purchase grain hopper cars. Approximately 1,600 farmers and cooperative members then lease these train cars to move their products to the deep-water ports of the Columbia River and Puget Sound. The cars, which are purchased in cooperation with local port districts, alleviate a national shortage of rail cars and help keep Washington farmers competitive in world markets. They also help reduce highway maintenance costs by reducing heavy truck traffic.

The state's first Grain Train, serving farmers in the Walla Walla area, generated approximately $600,000 – enough money to pay for the second Grain Train in Moses Lake.

The Grain Train's success has even caught the attention of model railroad firms. They have created grain hopper cars for hobbyists in HO, Lionel, and N scale (below).

To date the Grain Train has generated approximately $600,000 in revenue – enough money to pay for the second Grain Train.

Grain Train Program

Protecting the Environment

Funding Mitigation Early On
Transportation agencies typically face the problem that funding for environmental mitigation is not available in advance of a construction project when it can do the most good environmentally – and save money.

In 1998, the Washington State Legislature began providing funds to the Advance Environmental Mitigation Revolving Account. The account funds environmental mitigation in advance (in some cases years in advance) of transportation project development. Highway project construction funds then reimburse the account for the cost of advance mitigation.

The initial $2 million provided by the account paid for the acquisition and design of several advance mitigation projects, including three wetland mitigation banks.

Building a fish ladder on the Schel-Chelb Estuary.

Restoring an Estuary for Returning Salmon
WSDOT worked with local, state, federal agencies, and private partners to restore the historic "Schel-Chelb" estuary and install a fish ladder on the southern end of Bainbridge Island. According to the Suquamish Tribe, the estuary was historically the tribal home of Kitsap and Wahalchu, who were counsel to Chief Sealth. It has now become home to spawning and fingerling Chum and Coho salmon, and a vast array of other wildlife. This effort helped WSDOT mitigate the loss of marine habitat from clean up efforts around ferry facilities in Eagle Harbor.

State Route 971 culverts have now been replaced with "fish friendly" bridges.

Eliminating Roadblocks for Fish
It's been some time since Rainbow trout and Kokanee salmon spawned in First Creek near the south shore of Lake Chelan. State Route 971 (South Lakeshore Drive) culverts have now been replaced with "fish friendly" bridges. WSDOT, with local, state, and federal agencies and the Lake Chelan Sportsman's Club, worked together to implement this solution. The new bridges, restored streambeds, and vegetation have created a much better environment for fish passage above and below a state roadway.

Protecting Waterways and Saving Money
A new "supergirder" bridge design that can span up to 220 feet is being utilized in Washington State. These longer span bridges are more durable and keep bridge foundations out of waterways protecting water habitats. Similar bridges have been used in our state for years but were limited to spans up to 145 feet. WSDOT's first project to utilize this new supergirder concept is the State Route 20 bridge near Twisp, in north central Washington.

Serving the Public

Together we efficiently build, maintain, operate and promote safe and coordinated transportation systems to **serve our public.**

WSDOT, under the direction of the Commission, works closely with the public, the State Legislature, the Governor, and the Federal Highway Administration to prioritize projects, budget resources, and set direction.

Setting Priorities at WSDOT

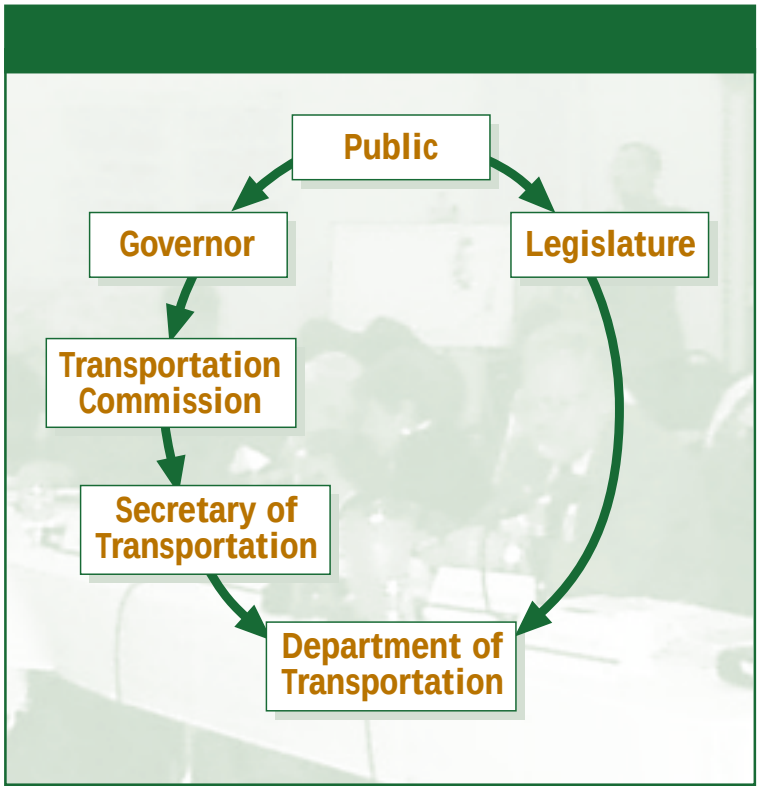
The Washington State Transportation Commission is responsible for setting policy and general direction for the agency. The Commission appoints a Secretary of Transportation, who carries out the Commission's policies and directions.

The Governor of the state of Washington appoints –and the Washington State Senate confirms – the seven-member Commission that oversees the Department of Transportation. Commission appointees do not receive a salary and serve staggered six-year terms. Representation on the Commission must be from both east and west sides of the state and no more than four members can be from any one political party.

WSDOT, under the direction of the Commission, works closely with the public, the Legislature, the Governor, and the Federal Highway Administration to prioritize projects, and budget the agency's resources. This is done through the review and approval of budget proposals sent to the Governor and Legislature, reviewing and approving construction programs on a regular basis and approving the *Washington State Transportation Plan*.

The Commission guides the regular update of the *Washington State Transportation Plan*. The regular update is always done in consultation with and through the input of local transportation planning agencies, cities, counties and the public.

This Plan serves as the primary guide for the future direction of Washington's transportation system. *The Washington State Transportation Plan* addresses highway, ferry, freight, and passenger rail, aviation and transit programs in 20-year cycles.



Contacting Us

Washington State Transportation Commission

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Telephone: **(360) 705-7070**

E-mail address: **transc@wsdot.wa.gov**

Washington State Department of Transportation

Web site: **www.wsdot.wa.gov/**

Traveler information web: **www.wsdot.wa.gov/traveler**

Traveler information telephone number: **1-800-695-ROAD** (toll-free statewide)
(206-DOT-HIWY in the greater Seattle area)

Mailing address:
Washington State Department of Transportation
P. O. Box 47300
Olympia, WA 98504-7300

Telephone: **(360) 705-7000**

E-mail address: **info@wsdot.wa.gov**

WSDOT Current Law Budget Financial Plan

All Funds and Accounts: 1999-2001

Dollars in Millions

Beginning Balance	**$**	**285.5**
Base Revenues		
Compensation Reserve for 2003-2005		–
Gas Tax		1,655.8
Licenses, Permits, and Fees (LPF)		577.4
Motor Vehicle Excise Taxes (MVET)		321.1
Ferry Fares		189.8
Miscellaneous		124.5
Base Revenues Subtotal		**2,868.5**
Additional Revenues		
Transfer from State Patrol Highway Account		27.0
Car Rental Tax (In-Lieu-MVET Rental Car Tax)		31.5
Motor Vehicle Filing Fee		5.4
Interest on Emergency Reserve Account		35.0
General Fund appropriation for Ferry Operations		20.0
Additional Revenues Subtotal		**118.9**
Bonds		250.1
Federal[1]		715.2
Local		59.6
Subtotal Available		**4,297.8**
Gas Tax Refunds and Distributions		(931.5)
Licensing, Permits, and Fees Distributions		(270.3)
Transit Distributions		(232.5)
Debt Service		(153.2)
Debt Service (Referendum 49 Bonds)		(4.5)
Debt Service (WSF Capital Construction)		(51.3)
Net Available		**2,654.5**
Other Agencies		96.3
Net Available to WSDOT	**$**	**2,558.2**
WSDOT Expenditures		
State		1,526.6
Bond		250.1
Federal		715.2
Local		59.2
Total WSDOT Expenditures		2,551.1
Program Expenditures[2]		
F Aviation		5.3
M Highway Maintenance and Operations		261.3
D Highway Management and Facilities		62.7
K Transportation Economic Partnerships		5.9
Q Traffic Operations		38.1
S Transportation Management and Support		100.9
T Transportation Planning, Data, and Research		31.0
U Charges from Other Agencies		27.1
I Improvements		821.5
P Preservation		531.9
V Public Transportation		19.9
Y Rail Programs		70.0
X WSF Operations and Maintenance		303.6
W WSF Construction		162.2
Z Local Programs		109.7
Compensation Increase		–
Total WSDOT Expenditures[3]	**$**	**2,551.1**
Ending Balance (State Funds)[4]		15.4

Footnotes:

1 Does not include unanticipated Federal receipts.

2 A small portion of 1999-2001 expenditures are funded from accounts not administered by the department.

3 Underruns in programs I and K cause 1999-2001 expenditures to differ from appropriated levels. See individual financial plans for details.

4 Negative ending balances are not carried forward into the following biennium. See individual financial plans for details.

Historical and Budgeted Program Expenditures: 1989-2001

Dollars in Millions

Program Expenditures		1995-1997[1]	1997-1999[1]	1999-2001
F	Aviation	$ 5.2	$ 3.8	$ 5.3
M	Highway Maintenance	261.9	246.5	261.3
D	Highway Management and Facilities	56.5	60.2	62.7
K	Transportation Economic Partnerships	7.5	7.6	5.9
Q	Traffic Operations	21.5	28.6	38.1
S	Transportation Management and Support	93.1	121.6	100.9
T	Transportation Planning, Data, and Research	24.0	25.1	31.0
U	Charges from Other Agencies	19.4	25.7	27.1
I	Highway Construction – Improvements	786.1	584.5	821.5
P	Highway Construction – Preservation	423.0	554.3	531.9
V	Public Transportation	16.3	16.9	19.9
Y	Rail	34.5	48.7	70.0
X	Washington State Ferries – Operating	236.9	259.6	303.6
W	Washington State Ferries – Capital	208.3	212.7	162.2
Z	Highways and Local Programs	21.2	20.1	109.7
Total WSDOT Expenditures		$ 2,215.4	$ 2,215.9	$ 2,551.1

1 Source: Legislative Evaluation and Accountability Program (LEAP).

		1989-1991	1991-1993	1993-1995	1995-1997	1997-1999
Operating Programs						
D	Highway Management and Facilities	$ 30.2	$ 38.2	$ 44.0	$ 42.2	$ 43.9
F	Aviation	3.0	3.3	4.0	5.2	3.8
K	Transportation Economic Partnerships	0.2	0.2	1.3	1.1	1.2
M	Highway Maintenance	194.1	215.1	228.8	261.9	246.5
Q	Traffic Operations	16.9	21.5	24.4	21.5	28.6
S	Transportation Management and Support	70.8	80.3	78.4	93.1	121.6
T	Transportation Planning, Data, and Research	17.0	27.2	28.9	24.0	25.1
U	Charges from Other Agencies	12.5	18.3	29.2	19.4	25.7
V	Public Transportation	6.4	25.5	43.9	16.3	16.9
X	Washington State Ferries – Operating	174.1	205.2	220.9	236.9	259.6
Y	Rail – Operating	-	0.7	6.7	12.8	19.2
Z	Highways and Local Programs – Operating	4.1	6.6	9.1	9.7	7.9
Total Operating Programs		529.3	642.1	719.6	744.1	800.0
Capital Programs						
D	Plant Construction	20.8	15.5	20.3	14.3	16.3
K	Transportation Economic Partnerships	-	-	1.8	6.4	6.4
I	Highway Construction – Improvements	703.3	750.0	910.4	786.1	584.5
P	Highway Construction – Preservation	248.1	341.7	435.4	423.0	554.3
W	Washington State Ferries – Capital	93.6	86.8	134.5	208.3	212.7
Y	Rail – Capital	0.1	3.2	35.5	21.7	29.5
Z	Highways and Local Programs – Capital	11.1	2.0	4.6	11.5	12.2
Total Capital Programs		1,077.0	1,199.2	1,542.5	1,471.3	1,415.9
Total All Programs		$ 1,606.3	$ 1,841.3	$ 2,262.1	$ 2,215.4	$ 2,215.9

Americans with Disabilities Act (ADA) Information

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation (WSDOT) ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at 1-800-833-6388, and connecting to 206-515-3683.

Civil Rights Act Title VI Notice to Public

It is the Washington State Department of Transportation's policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Printed on recycled paper

Prepared by the
WSDOT Communications and Public Involvement Office
and the
WSDOT Graphic Communications Office

0007-0510 – 10/2000 – 14M